

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 2:49 AM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 009 Const Calendar Day: 899 Date: 24-Feb-2012 Friday

Inspector Name: Soheilifard, Saman Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 AM 07:00 PM Break: Over Time: 04:00

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather****Temperature 7 AM****12 PM****4PM****Precipitation****Condition** Sunny with the morning FogWorking Day ☒ If no, explain:**Diary:**

Dispute

**cable erection**

Installation of Strands No. 58, 59, and 60

The following was the status of the field progress as walked onto the site at 7:30:

- Installation of #58North was at about 95% completion;
- Installation of #58South was at about 85% completion;
- Installation of Strand #57 was completed last night and more than likely inspected by D. Wright;
- Inspection of Strand #56 in all likelihood has been done by D. Wright after I departed the site at about 15:30;
- INSTALLATION of Strand # 58 North completed at 8:20;
- Inspection of TWIST on Strand #59 North and South on the Side Span starting at 8:28: No Twist;
- INSTALLATION of Strand # 58 South completed at 9:00, thus completing the INSTALLATION of Strand # 58;

**Discussion**

I talked to Andre at 8:26 regarding Strand #55 south that in my opinion needs to be fixed due to a very suspicious pattern and migration that could be the result of some wire crossing. I wanted him to get on the repair so we do not miss the window within which the adjusting jacks are on the strands. Andre replied that he will address it as "we still have plenty of time left to fix it." Shortly thereafter, I went over to Zach to let him know that Strand #55 needs to be tweaked. He was a little miffed that he had not been in the loop. I replied that the problem with Strand #55 South was discovered yesterday at lunch time and brought up to Andre's attention immediately. He asked me to inform him of these situations independent of informing Andre.

- At 9:15, Fine Tune Adjustment (FTA) of Strand #55 South completed;

**Discussion**

Just a few minutes prior to the FTA of Strand #55 South, Andre told me that they were not going to do anything on this strand and that there is nothing wrong with it. He added that the problem I am pointing out is a case of Migratory Wires and Not the Crossing of Wires. I called Roman again and told him about the situation, but he left it up to me to make the final decision on this matter. I chose not to pursue this any further, as Andre had said, one could not point out obvious crossing of wires. The obvious migratory nature (and ugliness) of the problem, which is not covered under the Acceptance Criteria, is not cause for rejection. In addition, D. W. and Roman had looked at it per my request and did not have a strong feeling about rejecting this strand. I told Andre that just as they expect us to provide timely inspection, I expect him to give me an expeditious response to my concerns and leave me enough time to respond. He agreed.

- Hauling of Strand #60 began at 9:20;



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- At 9:21, Rough Adjusting (RA) of Strand #58 North resulting in a 1570mm movement to the East. The initial RA of this Strand resulted in a moving of 1625mm East and on the 2nd RA, it was moved back 55mm to the West ;
- There was no body banging on the wood block on Strand #58 North at the North saddle during the RA, but the wood retained its position, regardless! Slack wires did come out of the saddle and the wood block moved up about a ¼" with the wires of the strand retaining the rectangular shape for the most part, with the exception of Wire #1 in tier 1 dropping below to the second tier. However, when RA part II began and the strand was moved to the West, the banking of the wires began and the strand was up against the wood block (naturally) and that is when the aforementioned wire was lost to the lower tier.
- RA Strand #58 South at 9:44: moving 1360mm to the East with a lot of slack wires coming out of the saddle.
- On this adjustment, with no one driving the wood block, yet again, the wood block moved up immediately resulting in the bulging up of wires and the banking of this strand as shown in the photos. The 2nd RA of Strand #58 South resulted in a net measurement of 1305mm, which means the strand moved back 55mm to the West. This 2nd adjustment did not result in additional banking of the strand as all the damage (banking) had been done already, during the 1st rough adjust.
- INSTALLATION of Strands No. 59 North & South complete (at 11:40 & 11:50, respectively);
- Inspection of Strands #58 and #59 North & South  
As has been customary, this inspection happens during the workers' lunch time when one has complete access to the saddle. The problem though, is that the RA of Strand #59 North has to wait until after lunch. Strand #58 South looks acceptable, but on Strand #59 North, I found a X-wire and immediately called Andre (at 12:14) and asked him to address that. I informed Zach of this problem a short time, thereafter. At 12:45, Andre was back at the site and had Carlos work on this strand with a vibrator and a knife-plate. The "X" magically disappeared! I could see that the strand at this location had collapsed a little (this was on the side and not on the top of the strand), but could not find a reason to reject any longer. Following the RA of this strand, I checked it out again (DW whom I had asked to check it out as well, had clearly marked off this location) and the strand retained the post-repair configuration.
- Floating of Strand #60 North out of the rollers over the North saddle at about 12:55;
- Hauling of Strand #61 @ about 12:55;
- Fine Tune Adjusting of Strand #49 South;
- Floating of Strand #60 South out of the rollers over the South saddle at about 13:15;
- George Baker at the site accompanied by Warren to assess the banking of the strands;
- Begin RA of Strand #59 North at about 13:30 with the resulting movement of 1030mm East;  
The wood block was on the strand right out of the gate, however, was not quite bearing down the entire width. With no one driving down this wood block, it did NOT move during the first part of RA, where the strand moved 930mm to the East. But, by the time the RA was finished, the strand had moved another 100mm for a total of 1030mm. During this final 100mm, the wood block was completely off the strand; however, the strand's shape did not take a turn for worse and looked good.
- Begin RA of Strand #59 South at about 13:55 with the resulting movement of 1760mm East;  
As was the case on the North side, the wood block was not quite bearing down on the strand at this location. At the conclusion of the RA, although no banking of the wires took place, but there was a noticeable bunching of some wires that usually gets worse with no pressure to keep it down. Some serious slack came out of the saddle during the adjusting operation, which is somewhat a regular occurrence.
- At 15:56, the INSTALLATION of Strand #60 North was complete;
- At 16:05, with the completion of Installation of Strand #60 South, the INSTALLATION of Strand #60 is done;
- D. W. walked the side spans for Twist on Strand #61: No Twist;

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### DISCUSSION

At about 16:15, I left the site for the office for documentation purposes and once at the office a conversation with Brian Boal, Warren Collins started with Roman Granados on the phone. This conversation took place approximately between 18:00 – 18:45 in regards to the banking issue in the field and the ABF iron workers who no longer drive them on strands during adjustment. I gave a little history on this issue that the problem began over a week ago with the crew on the North saddle and once I tried to find out if it were Dave Meche-driven, had the feeling that CJ could have been the force behind it and Meche just backed him up. My conclusion was based on the fact that the crew on the South side was still adhering to the practice long after the North crew had stopped. It was then followed up by couple other conversations with D. Meche, I added, that I found out that he deems this practice totally useless and prefers to address issues if they arise as the result of not driving the wood blocks.

Following our discussion, Brian Boal mentioned that he will send out an e-mail explaining the necessity of driving the wood blocks on the strands and it will be sent to ABF as well. He instructed me to print it out and take out to the field in case I need to present it to the ABF personnel in charge of the operation.

- Completed the documentation for Feb/23/2012;

- D. Wright called me sometime after 20:00, letting me know that due to a mishap in the field, the loose wires on strand #62 located on the South Main Span are severely kinked and I shall have a look at them tomorrow.

- For the name of the crew members, please refer to Sami Daouk's and Doug Wright's diaries;

- Hours Worked: 7:00 – 19:00 Overtime Hours: 4

04-0120F4

Bid Item: 067

C-PWS-006.067

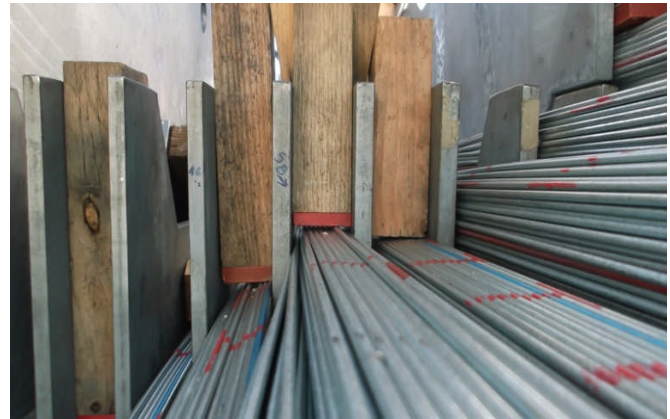
Install & Adjust PWS 6-10

AMERICAN BRIDGE/FLUOR, A JV

### Attachment



SlackOnStrand58South(2)



Strand58SPostRoughAdj(2)



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SlackOnStrand58South



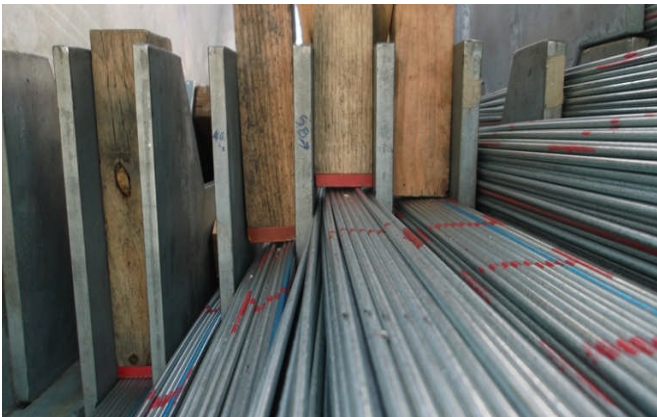
Strand58South-PreRoughAdj



SlackOnStrand58South(3)



Strand58South-PreRoughAdj(2)



Strand58SPostRoughAdj(1)



Strand58SPostRoughAdj

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SlackOnStrand58South(8)